

**Speed—
Speed—Speed!**

Uncle Sam pushed the clock ahead one hour to give more light.

Take advantage of it. You owe it to yourself and your country to make every minute count.

Use your car—passenger or commercial—to the limit.

Samuel P. Colt, president of the United States Rubber Company, helped awaken the country to the economic value of the automobile last fall. He said—

"Everything on wheels must be used and mobilized.

"The automobile is second to the railroads as an adjunct and supplement to them in collecting and distributing merchandise.

"Owners should use their cars, both passenger and commercial, more and more."

Make the most of your car by using the tires that will extend its usefulness to the utmost.

Use good tires—United States Tires.

They last longest and carry you farthest at least cost.

There is a United States Tire for every car or truck—to guarantee uninterrupted service and greatest economy.

Our nearest Sales and Service Dealer will tell you which ones will serve you best.

**United States Tires
are Good Tires**

We KNOW United States Tires are GOD tires. That's why we sell them.

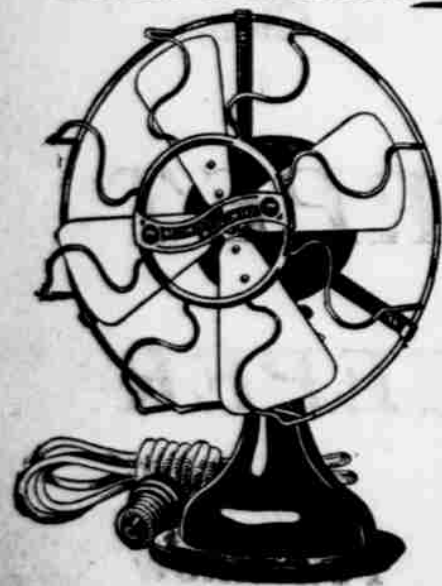
**IRA PARKS & SON.....Paris, Ky.
MILLERSBURG HARDWARE CO.....Millersburg, Ky.
J. W. MITCHELL & SON.....North Middletown, Ky.**

FOOD ADMINISTRATOR ANNOUNCES CHANGE IN WHAT PRICES

NEW YORK, July 4.—A change in the Government price of wheat was announced Sunday by the Food Administration. The change was necessitated, it was declared, in a statement issued Sunday by the Food Administration, because the establishment of new freight rates by the Railway Administration. The statement follows:

"The price basis on various markets

WHEN YOU BUY BREEZE YOU WANT YOUR MONEY'S WORTH!



Cheap breeze is more important to you than cheap fans; because the fans are paid for once, the breeze continually.

Westinghouse Fans

have proved their ability to give the most breeze for the least expenditure, and for this reason are money savers.

Paris Gas & Electric Co.
(Incorporated)

CANADIAN HOSPITAL SHIP TORPEDOED BY HUNS.

LONDON, July 4.—You were carrying eight American flight officers!"

"Nothing of the kind, sir! We had seven Canadian medical corps men aboard. Our ship, sir, was chartered by the Canadian Government to carry sick and wounded."

"Well—how about that aft explosion? It proves you carry munitions!"

"We certainly did not! I give you my word and honor, sir, that for six months we have carried nothing and none except patients, medical men and Sisters!"

Near the swirling wreckage of a 12,000 tons hospital ship, the Llandovery Castle, sunk without warning by a German submarine Thursday night, 116 miles southwest of Fastnet, this conversation took place between the U-boat commander and the Captain of his victim. According to the official figures late Monday only 24 out of the 258 persons aboard are accounted for. The 234 missing include women and nurses.

It was the U-boat commander who played the role of accuser in the dialogue quoted, accuser not before, but after the fact. The Llandovery Castle's master, with the 23 other survivors landed so far, was in an open boat that danced precariously on crest to crest of furious waves thrown up by the gray sea serpent circling the wreckage of its victim.

"It is to be noted," says an Admiralty announcement, "that the submarine had the right to stop and search the vessel under The Hague convention. The U-boat commander preferred to torpedo the hospital ship without investigation."

Once more Great Britain—and the world—stands aghast before an act of ruthlessness, the very barbarity of which mocks description. There were no wounded or sick aboard the Llandovery Castle. The vessel was homeward bound from Canada. Not the slightest warning was given. No one saw the wake of the torpedo. The first intimation of the disaster was a terrific jar from an explosion in No. 4 hold. The section of the ship was blown in and the vessel was unable to remain afloat.

The Llandovery Castle was making speed at the rate of 14 knots when the crash came. All lights went out immediately and a desperate groping in the darkness ensued.

Right after the explosion the Captain, failing to get an answer from the engine room, ordered "Abandon ship." The number killed by the explosion is undetermined. The Captain was the last to leave the ship. The lifeboat in which he and 23 others got away is the only one of which any trace has been reported so far.

While picking up 11 drowning men the Captain's boat was hailed by the subsea monster's master, who ordered the lifeboat's occupants to desist from their rescue work and "pay attention," adding some threatening remark about the submarine's big gun. The U-boat, by the way, bore no number nor other mark of distinction.

When the Llandovery Castle's Captain said his vessel had been carrying Canadian Medical Corps men the U-boat commander promptly asked if any of these were in the Captain's boat. Upon the Captain's affirmative answer the war craft's master ordered him to board the U-boat.

While the submarine commander was engaged in his cross-examination accusations and excuses the Llandovery Castle's Captain was worrying about the fate of his ship's human cargo.

"Where are our other boats?" he shouted, his voice vibrating with impotent scorn.

The U-boat commander ignored the question, keeping a keen eye on the Canadian medical officer, Major T. Lyon, who then was boarding the submarine. A couple of burly German sailors stood ready to receive him and seemed bent on punishing him for being alive. They shoved him about roughly, causing him to break a foot. After cross-examination by the commander, Major Lyon was ordered back into the lifeboat.

Then the submarine circled the wreckage of the big ship at full speed, shaved the lifeboat, stopped it again and took off the second and fourth officers.

When the U-boat commander tried to give a new excuse by charging that the hospital vessel carried munitions, the Second Officer explained that the crash in the ship's after section was caused by the boiler explosion. Evidently the German officer desired to get rid of one who offered this irrefutable explanation, for he allowed him to return to the lifeboat.

A little later the submarine opened fire on some unseen target. Twelve shells were fired. It is believed possible that the target or targets were other lifeboats of the Llandovery Castle.

The U-boat towed the Captain's lifeboat some distance. There was no trace of the other boats. After pulling alone in the darkness for some 70 miles, the Captain's boat was picked up by the British destroyer Lysander and was brought to Queens-town.

State of Ohio, City of Toledo.

Lucas County, ss.

Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH MEDICINE.

FRANK J. CHENEY.

Sown to before me and subscribed in my presence, this 6th day of December, A. D., 1886.

A. W. GLEASON,

(Seal) Notary Public.

Hall's Catarrh Medicine is taken internally and acts through the blood on the mucous surfaces of the system. Send for testimonials, free.

F. J. CHENEY & CO., Toledo, O. Sold by all druggists, 75c.

Hall's Family Pills for constipation.

(adv-july)

Suppose Emperor Charles does lose his Cabinet. He still has the Kaiser to boss him.

Y. M. C. A. MEETS THE BOYS AT HOME.

The State Y. M. C. A. is arranging a schedule of Camp Taylor Secretaries and interested friends in home towns to accompany every troop train from Kentucky to Camp Zachary Taylor.

These trains are moving from all directions to Camp Taylor, beginning May 25th, and the State Y. M. C. A. has arranged for a friend to accompany each train from its beginning.

The special trains bearing troops from many of our counties to Ft. Thomas are also being covered in the same way. Mr. O. M. Adams and Mr. E. M. Baber accompanied the trains from Lexington to Ft. Thomas, and Mr. B. Y. Willis, of Nicholasville, was on the train from that town to the same camp. Mr. W. W. Harris, Membership Secretary of the Y. M. C. A. accompanied the special troop train leaving Louisville with 600 men to Ft. Thomas.

Rev. P. H. Pleune, Mr. W. P. Watkins and Mr. C. S. Waller came in on the train from Paducah with 700 men, while Mr. Geo. T. Anderson, Secretary of the Railroad Y. M. C. A., at Corbin, and Mr. B. C. Miller, Secretary of the Mining Y. M. C. A., at Benham, came in on the special L. & N. train leaving Corbin.

Mr. W. N. Ewald, State Mining Work Secretary, and Mr. Luther Brown, Secretary Y. M. C. A. Camp Taylor, made the trip to Hazard to come in with the boys from that section of the State.

The train from Springfield was accompanied by Mr. C. B. Bottom, of Springfield, and a special Camp Taylor Secretary met the I. C. train at Cecelia, gathering up the boys from Hodgenville and adjacent territory.

The train leaving Greensburg was met at Campbellsville by Rev. B. J. Skaggs and at Lebanon by a Secretary from Camp Zachary Taylor.

Rev. Smith, pastor of the First Christian Church, Hopkinsville, accompanied the special train leaving Hopkinsville via Bowling Green with 391 boys in his charge. He was met at Bowling Green by a Camp Taylor Secretary. On the same day Mr. C. L. Wilson, General Secretary of the Y. M. C. A., at Bowling Green, and a secretary from Camp Taylor came in with a special train carrying 425 men.

The special train leaving Ashland on the C. & O. with 700 men was accompanied by Mr. C. M. Nicholas, General Secretary, Y. M. C. A.; L. F. Zerfoss, District Secretary, State Y. M. C. A., and was joined at Frankfort by M. W. Sheffield, General Secretary of the Frankfort Y. M. C. A.

The Special Henderson route train coming from Henderson, was accompanied by J. F. Meyer, General Secretary Y. M. C. A. at Henderson, and G. N. Parrish, General Secretary Y. M. C. A. at Owensboro. A special secretary from Camp Taylor met this train at Owensboro.

E. S. Fogg, General Secretary, Y. M. C. A., at Covington, and H. B. Mackoy, Chairman Recruiting Committee, came in with the boys from Covington on the special train and were met at Worthville.

The train leaving Maysville was accompanied by R. A. Cochran, who is a member of the State Board of the Y. M. C. A., and was joined at Lexington by D. C. Cruise, General Secretary Y. M. C. A., and Frank Tindler, of Versailles, Secretary Woodford County Y. M. C. A.

Special secretaries in uniform went out from Camp Taylor to meet all incoming trains.

The men accompanying these trains have the chevrons of the Army Y. M. C. A. at Camp Taylor for distribution, as well as picture post cards of the camp on which the boys are urged to announce their safe arrival at once. These secretaries answer a multitude of questions and prepare the minds of the new recruits for the services of the Army Y. M. C. A. at Camp Taylor.

THE JOY OF LIVING.

To enjoy life we must have good health. No one can reasonably hope to get much real pleasure out of life when his bowels are clogged a good share of the time and the poisons that that should be expelled are absorbed into the system, producing headache and indigestion. A few doses of Chamberlain's Tablets will move the bowels, strengthen the digestion and give you a chance to realize the real joy of living. Try it.

(adv-july)

ADDING IN AERONAUTICAL WORK

Suitable sites for additional aerological stations for the observation, measurement and investigation of atmospheric phenomena in the aid of aeronautics have been selected by the Weather Bureau at Broken Arrow, Okla.; Ellendale, N. Dak.; Drosbeck, Tex.; Leesburg, Ga., and Royal Center, Ind. This was done under the Army Appropriation Act for the year ending June 30, 1918, authorizing \$100,000 for this purpose. Installation of equipment has been completed at the Ellendale Station and daily free air observations are being obtained. It is expected that free air observations will be begun at the other four stations at once. The work to be conducted at all of these stations is similar to that at Drexel, Nevada, where daily kite flights are made, and about twice each month the atmospheric changes during the day at different altitudes are studied by means of successive flights continuing from 30 to 40 hours.

The Pendleton Shop

135 EAST MAIN ST., OPP. PHOENIX HOTEL, LEXINGTON, KENTUCKY.

We Extend a Cordial Invitation
to Visit Our New Store,
and Solicit Your
Patronage

GOWNS SUITS HATS

Now is the Time to Figure on Your

Spring Painting AND Papering

Let Us Make an Estimate for You Before Placing Your Order. Call Us Over Home Phone 399.

KANE BROS.

L. & N. TIME TABLE

(Effective May 12, 1918, at 12:01 a. m.)

TRAINS ARRIVE

No.	From	Arrive
34	Atlanta, Ga., Daily	5:33 a. m.
10	Rowland, Ky., Daily Except Sunday	7:30 a. m.
151	Cynthiana, Ky., Daily Except Sunday	7:25 a. m.
17	Maysville, Ky., Daily Except Sunday	7:35 a. m.
40	Lexington, Ky., Daily Except Sunday	7:40 a. m.
37	Cincinnati, O., Daily	10:05 a. m.
12	Lexington, Ky., Daily	10:10 a. m.
33	Chicago, Ill., Daily	10:27 a. m.
9	Maysville, Ky., Daily Except Sunday	5:40 p. m.
138	Lexington, Ky., Daily	3:10 p. m.
38	Knoxville, Tenn., Daily	3:15 p. m.
39	Cincinnati, O., Daily Except Sunday	5:50 p. m.
16	Lexington, Ky., Daily Except Sunday	6:30 p. m.
156	Malone, Ky., Daily Except Sunday	6:40 p. m.
32	Jacksonville, Fla., Daily	8:30 p. m.
130	Lexington, Ky., Daily	10:20 p. m.
31	Cincinnati, O., Daily	10:28 p. m.
210	Lexington, Ky., Sunday Only	12:50 p. m.
209	Maysville, Ky., Sunday Only	5:40 p. m.

TRAINS DEPART

No.	For	Leave
34	Cincinnati, O., Daily	5:41 a. m.
151	Malone, Ky., Daily Except Sunday	7:40 a. m.
40	Cincinnati, O., Daily Except Sunday	7:45 a. m.
17	Lexington, Ky., Daily Except Sunday	7:45 a. m.
10	Maysville, Ky., Daily Except Sunday	7:45 a. m.
37	Knoxville, Tenn., Daily	10:13 a. m.
12	Lexington, Ky., Daily	10:35 a. m.
33	Jacksonville, Fla., Daily	10:35 a. m.
138	Lexington, Ky., Daily	3:25 p. m.
38	Cincinnati, O., Daily	3:25 p. m.
39	Lexington, Ky., Daily Except Sunday	5:57 p. m.
9	Rowland, Ky., Daily Except Sunday	6:00 p. m.
16	Maysville, Ky., Daily Except Sunday	6:40 p. m.
32	Cincinnati, O., and Chicago, Ill., Daily	8:35 p. m.
131	Lexington, Ky., Daily	10:35 p. m.
21	Atlanta, Ga., Daily	10:35 p. m.
310	Maysville, Ky., Sunday Only	12:55 p. m.
209	Lexington, Ky., Sunday Only	5:45 p. m.
156	Cynthiana, Ky., Daily Except Sunday	6:45 p. m.

F & C. TIME-TABLE

TRAINS ARRIVE

No.	From	Arrive
2	Frankfort, Ky., Daily Except Sunday	7:33 a. m.
4	Frankfort, Ky., Daily Except Sunday	5:50 p. m.

TRAINS DEPART

No.	For	Leave
1	Frankfort, Ky., Daily Except Sunday	8:25 a. m.
3	Frankfort, Ky., Daily Except Sunday	6:25 p. m.

TOBACCO GROWERS ASKED TO ASSIST WAR CHEST FUND.

A campaign among the 600,000 tobacco growers to raise a war chest of at least \$500,000 was outlined at the annual convention of the tobacco association of the United States, at Atlantic City, N. J. Contributions of

tobacco will be solicited from the farmers, which will be auctioned off at warehouses. The proceeds will be divided between the Red Cross and Y. M. C. A. and there may be apportionments for other war agencies. Tobacco was held now to be a war essential in the address of T. M. Earlington, of Richmond, Va., president of the organization.